

§ 23.1331

(f) Each system must be designed so that a single malfunction will not produce a hardover signal in more than one control axis. If the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation of other equipment, positive interlocks and sequencing of engagement to prevent improper operation are required.

(g) There must be protection against adverse interaction of integrated components, resulting from a malfunction.

(h) If the automatic pilot system can be coupled to airborne navigation equipment, means must be provided to indicate to the flight crew the current mode of operation. Selector switch position is not acceptable as a means of indication.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-23, 43 FR 50593, Oct. 30, 1978; Amdt. 23-43, 58 FR 18976, Apr. 9, 1993; Amdt. 23-49, 61 FR 5169, Feb. 9, 1996]

§ 23.1331 Instruments using a power source.

For each instrument that uses a power source, the following apply:

(a) Each instrument must have an integral visual power annunciator or separate power indicator to indicate when power is not adequate to sustain proper instrument performance. If a separate indicator is used, it must be located so that the pilot using the instruments can monitor the indicator with minimum head and eye movement. The power must be sensed at or near the point where it enters the instrument. For electric and vacuum/pressure instruments, the power is considered to be adequate when the voltage or the vacuum/pressure, respectively, is within approved limits.

(b) The installation and power supply systems must be designed so that—

(1) The failure of one instrument will not interfere with the proper supply of energy to the remaining instrument; and

(2) The failure of the energy supply from one source will not interfere with the proper supply of energy from any other source.

(c) For certification for Instrument Flight Rules (IFR) operations and for the heading, altitude, airspeed, and attitude, there must be at least:

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(1) Two independent sources of power (not driven by the same engine on multiengine airplanes), and a manual or an automatic means to select each power source; or

(2) A separate display of parameters for heading, altitude, airspeed, and attitude that has a power source independent from the airplane's primary electrical power system.

[Doc. No. 26344, 58 FR 18976, Apr. 9, 1993, as amended by Amdt. 23-62, 76 FR 75761, Dec. 2, 2011]

§ 23.1335 Flight director systems.

If a flight director system is installed, means must be provided to indicate to the flight crew its current mode of operation. Selector switch position is not acceptable as a means of indication.

[Amdt. 23-20, 42 FR 36969, July 18, 1977]

§ 23.1337 Powerplant instruments installation.

(a) *Instruments and instrument lines.*

(1) Each powerplant and auxiliary power unit instrument line must meet the requirements of § 23.993.

(2) Each line carrying flammable fluids under pressure must—

(i) Have restricting orifices or other safety devices at the source of pressure to prevent the escape of excessive fluid if the line fails; and

(ii) Be installed and located so that the escape of fluids would not create a hazard.

(3) Each powerplant and auxiliary power unit instrument that utilizes flammable fluids must be installed and located so that the escape of fluid would not create a hazard.

(b) *Fuel quantity indication.* There must be a means to indicate to the flightcrew members the quantity of usable fuel in each tank during flight. An indicator calibrated in appropriate units and clearly marked to indicate those units must be used. In addition:

(1) Each fuel quantity indicator must be calibrated to read “zero” during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply determined under § 23.959(a);

(2) Each exposed sight gauge used as a fuel quantity indicator must be protected against damage;